

OUR JOBBING DEPARTMENT  
HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and dispatch, and at  
very moderate rates.

CHINA MAIL OFFICE

### Intimations.

#### NORDDEUTSCHE LLOYD. NOTICE.

IN Order to avoid Sanitary Difficulties in  
further ports the s.s. *Bayern*, leaving  
Hongkong on or about MONDAY, the 26th  
instant, for EUROPE, will take neither  
PASSENGERS nor CARGO.

MELCHERS & Co.,  
Agents.

Hongkong, June 11, 1894. 1010

#### OANTON DISTRICT.

LOCAL NOTICE TO MARINERS,  
No. 47.

Tai-shek Barrier Beacons, Blenheim  
Passage.

NOTICE is hereby given that the  
WESTERN or UPPER BEACON at TAI-  
SHEK BEARISSE has been CARRIED AWAY.

Until it can be replaced, a Boat will be  
moored to mark its position, on which the  
red light will be hoisted at night.

J. H. MAY,  
Harbour Master.

Approved.  
E. B. DREW,  
Commissioner.

CUSTOM HOUSE,  
Canton, 10th June, 1894. 1012



#### PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Regular MEETING of the above  
LODGE will be held in the FREE-  
MASON'S HALL, Zetland Street, on  
SATURDAY, the 16th Instant, at 8.30 for  
9 p.m. precisely. VISITING BRETHREN are  
cordially invited.

For the Hongkong and Shanghai  
Banking Corporation,

T. JACKSON,  
Chief Manager.

Hongkong, May 15, 1893. 1515

THE BANK OF CHINA, JAPAN,  
AND THE STRAITS, LIMITED.  
SUBSCRIBED CAPITAL, £2,000,000.  
CAPITAL CALLED UP, £251,093.15.0.

Banks:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:  
3, PRINCES STREET, LONDON.

Branches:  
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:  
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST  
Allowed on Current Accounts and Fixed  
Deposits can be ascertained on application.  
Every description of Banking and Ex-  
change business transacted.

CHANTRY INCHBALD,  
Manager.

Hongkong, November 6, 1893. 247

THE MERCANTILE BANK OF  
INDIA, LIMITED.  
AUTHORISED CAPITAL, £1,500,000.  
SUBSCRIBED, £1,125,000.

Bankers:  
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at  
the Rate of 2 % per Annum on the Daily  
Balance.

ON FIXED DEPOSITS:-  
For 12 Months.....5 %  
For 6 Months.....4 %  
For 3 Months.....3 %

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, February 4, 1894. 228

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$4,200,000.  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

COURT OF DIRECTORS:-  
O. H. HOLIDAY, Esq., Chairman.  
J. S. MOSSE, Esq., Deputy Chairman.

R. M. Gray, Esq. A. McConachie, Esq.  
H. Hopkins, Esq. S. C. Michaelson.  
H. H. Joseph, Esq. Esq.

Hon. J. J. Kewick. D. R. Samson, Esq.  
Julius Kramer, Esq.

CHIEF MANAGER:  
Hongkong-T. JACKSON, Esq.

MANAGER:  
Shanghai-H. M. BEVIS, Esq.

LONDON BANKERS-LONDON AND COUNTY  
BANKING CO., LTD.

HONGKONG-INTEREST ALLOWED.  
On Current Account at the rate of 2  
per cent. per annum on the daily balance.

ON FIXED Deposits:-  
For 3 months 3 per cent. per annum.  
For 6 months 4 %  
For 12 months 5 %

T. JACKSON,  
Chief Manager.

Hongkong, May 31, 1894. 332

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA:  
INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£2,800,000.  
RESERVE LIABILITY OF SHARE-  
HOLDERS.....£2,800,000.

RESERVE FUND.....£275,000.

INTEREST allowed on Current Account at  
the rate of 2 % per annum on the  
Daily Balance.

On Fixed Deposits for 12 months 5 %

For 6 months 4 %

For 3 months 3 %

A. C. MARSHALL,  
Manager, Hongkong.

Hongkong, May 17, 1894. 329

### Business Notices.

## LANE, CRAWFORD & CO. SUMMER HOISIERY AND OUTFITTING.

#### BATHING DRAWERS.

MEN'S BATHING COSTUMES, LADIES' BATHING DRESSES  
TOWELS, BATH-BLANKETS, BATHING GOWNS.

#### SWIMMING BELTS.

FANCY FLANNEL SHIRTS, TENNIS SHIRTS, NEW TENNIS JERSEYS.

#### STRAW HATS.

NEW SCARFS, TIES AND CRAVATS.

CELLULAR SHIRTING FOR SUMMER.

LANE, CRAWFORD & CO.

Hongkong, May 3, 1894. 780

## H.-KONG TRADING CO. FIRST-C.LASS RESSMAKERS AND MILLINERS.

#### MODERATE CHARGES.

HONGKONG TRADING CO.,  
IN REAR HONGKONG DISPENSARY.

Hongkong, June 14, 1894. 1026

## HONGKONG HOTEL.

Telegraphic Address,  
"KREMLIN," A. E. C. Code.

THE MOST COMMODIOUS AND BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mai Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on spacious Verandas, are lighted by gas and fitted throughout with electric com-  
municators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, THE NEW BAR AND PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

WINE AND SPIRITS of THE BEST BRANDS ONLY.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WAHRMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, October 21, 1892. 1843

## MOUNT AUSTIN HOTEL.

Telephone, No. 32.

NOTICE is hereby given that the Fifth  
Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, No. 29, Queen's Road, on MONDAY, the 25th June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1894, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 12th to 25th June, both days inclusive.

By Order of the Board of Directors,  
CHAS. F. HARTON,  
Acting Secretary.

Hongkong, June 12, 1894. 1014

## PRIVATE BOARD AND RESIDENCE.

FURNISHED ROOMS, with BOARD  
Also Table Accommodation.

Apply to

Mrs. GILLANDERS,  
12, "GENEVA" BUILDINGS,  
Wyndham Street.

Hongkong, November 21, 1893. 2008

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES,  
Reprinted from "The China Mail."  
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

... and may be had at the  
OFFICE OF THIS PAPER,

Mrs. LANE, CRAWFORD & CO.,  
Messrs. KELLY & WALSH,  
and Mr. W. BAKER.

Price, - - - - - 50 Cents.

## To Let.

TO LET.

DWELLING HOUSES—

"HIGHGROVE," AT MAGAZINE GATE.

No. 1, KING'S TERRACE.

FLOORS IN BIG BUILDINGS.

FLOORS IN ELGIN STREET, PEEL  
STREET AND STANTON STREET.

FLOORS IN NO. 6, SHELLY  
STREET.

OFFICES—

FIRST FLOOR, NO. 4, QUEEN'S  
ROAD CENTRAL, OVER THE BANK OF  
CHINA, JAPAN & STRAITS, LTD.

PEEL, CHANTEL, OVER MESSRS.

DODWELL, CARLILL & CO., LTD.

GODOWNS—

BLUE BUILDINGS.

Apply to

LINSTEAD & DAVIS.

Hongkong, May 11, 1894. 702

## MOUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID,

SUEZ, JEDDAH,

SUAKIM, MASSAWAH, HODEDDA,

ADEN, BOMBAY,

COLOMBO, PENANG & SINGAPORE.

THE S.S. "MELVILLE" having arrived,

Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO., LTD., whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless

Notices to the contrary be given before 8 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Claims remaining undelivered after the 18th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SANDER & CO., Agents.

Hongkong, June 12, 1894. 1016

## Sailing Vessels.

FOR NEW YORK.

The S.S. "L.I. Amer. Barque  
Edward May,"

McClure, Master, will load

here for the above Port, and

will have quick despatch.

For Freight, apply to

SIEGMANN & CO., Agents.

Hongkong, May 23, 1894. 924

## FOR SAN FRANCISCO.

The 100 A. L. British Ship

"Mallard," Master, will load

here for the above Port, and

will have quick despatch.

For Freight, apply to

SHEWAN & CO., Agents.

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria (Tuesday) June 19.

Tacoma (Tuesday) July 17.

Sik (Tuesday) August 7.

Victoria (Tuesday) August 28.

Tacoma (Tuesday) Sept. 25.

THE Steamship *VICTORIA*, Captain J. P. PARSONS, R.N.R., sailing at Noon, on TUESDAY, the 19th June, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Concurrent Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, May 29, 1894.

933

## Mails.

STEAM FOR.  
STRAITS, Ceylon, Australia,  
India, Aden, Egypt,  
Mediterranean Ports,  
Plymouth and London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental and American Ports.

THE Steamship *SUTLEY*, Captain W. D. G. WORCESTER, R.N.R., carrying Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY, on THURSDAY, the 21st June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed out Bombay without transhipment.

Parcels will be received at this Office 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, June 7, 1894.

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## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki), Kobe, Inland Sea, Yokohama, and Honolulu).

City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama).

China (via Nagasaki), Kobe, Inland Sea and Yokohama).

TUESDAY, July 24, at 1 p.m.

Steamers from this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, GENTHAL PACIFICO, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 200 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be reckoned on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be packed in address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, June 2, 1894.

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## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS POSTE FRANCAIS.

STEAM FOR.

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

G. DE CHAMPIRAU,

Agent.

Hongkong, June 13, 1894.

1026

## WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

SAILOR'S HOME.

ANY Cast of Clothing, Books, or

PAPERS will be thankfully received

at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

## Mails.

## Vessels Advertised as Loading.

| Destination             | Vessel                     | Agents                   | Date of Leaving.           |
|-------------------------|----------------------------|--------------------------|----------------------------|
| Bremen & Ports of Ost.  | Bayern (s)                 | Norddeutscher Lloyd.     | About June 25.             |
| Japan                   | Verona (s)                 | P. & O. S. N. Co.        | June 23, daylight.         |
| London, v. Suez Canal   | Priam (s)                  | P. & O. S. N. Co.        | June 21, at noon.          |
| London & Ports of Call  | Sutlej (s)                 | Ashok, Karberg & Co.     | About July 4.              |
| London and Hamburg      | Turbo (s)                  | Jardine, Matheson & Co.  | June 15, at 5 p.m.         |
| Manila                  | Yemang (s)                 | Jardine, Matheson & Co.  | June 16, daylight.         |
| Marselles, v. Saigon    | Salvadora (s)              | Messageries Maritime.    | June 27, noon.             |
| New York                | Edward (s)                 | Shaw & Co.               | Quick despatch.            |
| New York                | Sidon (s)                  | Sionson & Co.            | Quick despatch.            |
| S. Francisco, v. Japan  | Oriental Royal Dancano (s) | Douglas Mail S. S. Co.   | July 8, at 1 p.m.          |
| S. Francisco, v. Japan  | Sierra (s)                 | Douglas Mail S. S. Co.   | Quick despatch.            |
| S. Francisco            | Y. Jap. (s)                | Shaw & Co.               | Quick despatch.            |
| San Francisco           | Master (s)                 | Simsen & Co.             | June 16, at 4 p.m.         |
| Shanghai                | Nimrod (s)                 | P. & O. S. N. Co.        | About June 18.             |
| Shanghai                | Revere (s)                 | P. & O. S. N. Co.        | About June 20.             |
| Shanghai                | Canton (s)                 | Simsen & Co.             | June 21, at 5 p.m.         |
| Singapore, Hongkong (s) | Empress of India (s)       | D. S. Sagoon, Sons & Co. | June 15, at noon.          |
| Singapore, Hongkong (s) | Victoria (s)               | Jardine, Matheson & Co.  | June 16, at noon.          |
| Singapore, Hongkong (s) | Victoria (s)               | No. 1 P. & S. Co.        | Hongkong June 19, at noon. |

## MEMOS. FOR TO-MORROW.

## Shipping.

|   |
|---|
| Noon.—Formosa leaves for Swatow, &c.              |
| 3 p.m.—Lightning leaves for Straits and Calcutta. |
| 5 p.m.—Yeueng leaves for Manila.                  |
| 9 p.m.—Convocation of Victoria Chapter.           |

The publication of this issue commenced at 6.40 p.m.

## The China Mail.

HONGKONG, THURSDAY, JUNE 14, 1894.

The residents of Hongkong are so accustomed to the blundering methods of the Government that they have become inured to their fate and seldom or never raise a protest unless some unforeseen event tends to accentuate the incapacity of the average official for ruling the affairs of the Colony.

The visitation of the Colony by the plague gave the Government an opportunity of redeeming past failures. How that opportunity has been lost it is almost needless to emphasize.

From the very first extreme visitation has marked the conduct of the Government, a vacillation which has brought contumely and contempt upon the Colony, and indirectly, upon all Europeans, in the eyes of the Chinese.

Governor Robinson told us the other day that this was a British Colony and would always remain one.

It was as well to state this fact clearly and explicitly.

There was certainly a danger of losing sight of the fact. It seemed at times as if the Chinese—or, at least, a clique of wealthy Chinamen—were going to obtain sole charge of the Colony when the outbreak of disease was officially discovered, and it was fortunate that there were some advisors—official and unofficial—who were able to prevent the Government from making greater concessions to the Chinese than have been made.

At the outset the Chinese desired that any sick person should be allowed to leave the Colony without first going to an hospital or without taking any steps to make known to the proper authorities the existence of a case of plague.

If this had been allowed, the whole of the organization of the Permanent Committee of the Sanitary Board would have been upset.

There would have been no means of knowing how many cases of plague were occurring daily even approximately, no means of knowing where the cases occurred, and, consequently, no means of ascertaining the plague spot of the Colony and being able to get the houses disinfected.

In fact, to allow a hell-mill scramble of sick people from the Colony would have absolutely defeated the efforts of the Sanitary Board to stamp out the disease.

It was essential that the existence of every case should be disclosed and that the cases should be dealt with locally.

The ramifications of the subject were complex, it may be admitted, but not so complicated as to obscure from the mental vision of anyone making an intelligent effort to sift out the difficulties and deal with them in a statesmanlike spirit.

If these people were allowed to go away promiscuously in steam-launches, junks, sampans to the innumerable points with which the Colony has daily intercourse along the coast of the mainland or up the Canton and Macao Rivers two possibilities had to be reckoned upon.

The disease would have spread throughout the immense native floating population and would have been more widely diffused on the mainland.

The consequences, had such a course been adopted, would have been detrimental to the interests of Hongkong, for there is every likelihood, if the disease gets into a Chinese village where sanitation is unknown, that it will become endemic, and will be re-imported into the Colony every year.

What has apparently been conceded to the Chinese is this: The patients must first go to the Hospital just to get over the difficulties of recording the plague localities, and then they may be removed to the Viceroy's junks to Canton if the doctor pronounces that they are not likely to die on the journey.

This concession to Chinese prejudices is an excellent example of the weakness of our administrators, and in reality defeats, to a great degree, the measures adopted for the treatment of the plague patients, besides destroying what little prestige was left.

To some extent it is a blunder, but many will not be so generous as to put it down so mildly.

It is, in the eyes of many in this Colony, a crime that the lives, even of Chinese, should be risked in this reckless, thoughtless manner by a set of bungling officials.

It was perhaps through an ambiguously-worded official document that the suggestion ever arose

that the Chinese patients should be removed to Canton, but that was no reason for allowing these patients to be removed.

It does not reflect credit on the officer who fails to make his meaning clear, but there is no time to discuss that now.

By allowing the patients to be removed to Canton in the Viceroy's junks, the British Colony which we

have the assurance of Governor Robinson for believing is always to remove a British Colony makes a confession of the most pitiable and abject weakness.

It is equivalent to admitting that we do not know how to manage a Plague Hospital or how to treat plague patients.

Morally, or how a wrong step to take.

No matter how much suffering it may entail,

no matter how small the chance of recovery, it is the duty of the medical man to do all he can to save human life.

Even by the most charitable it cannot be said that the Chinese Hospitals in Hongkong for the treatment of plague patients are model establishments.

The manner in which these Hospitals have been managed, a disgrace to the Colony, or to those who first permitted the treatment of the sick by the Chinese doctors and attendants.

But, even there, the patient had a better chance of recovering than in the hospitals at Canton or in the homes

which they will seek when free from this Colony.

It is no excuse to say that the Chinese have certain notions and prejudices to which due weight ought to be given by Europeans.

Privileges have been conceded in this instance which would never have been granted to Europeans.

The Sanitary authorities will not allow cases of infectious disease to be

treated at the homes of the patients, neither would they allow an Englishman suffering from plague, no matter how strong his craving to do in his native land, to embark on any vessel leaving the Harbour, though, in all probability, he would have better nursing and more skillful medical treatment than the poor Chinese coolies who have just been shipped for Canton are likely to receive.

In the interests of common humanity as well as in the interests of self-preservation, Chinese susceptibilities should have received short shrift.

It may be argued that not a patient was removed from the plague hospitals of the Colony if he was not really convalescent.

But these patients are not convalescent.



SHIPPING IN CHINA, JAPAN,  
PHILIPPINES & SEAM  
WATERS.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
| Banlarig       | Brit. s.s.  |              |
| Fookhang       | Brit. str.  |              |
| Kwang Lee      | Chi. str.   |              |
| Masayoshi Maru | Japan. str. |              |
| Niagpo         | Gen. str.   |              |
| Poiyang        | Gen. str.   |              |

WHAMPOA.

| Vessel's Name. | Flag & Rig. | Destination.            |
|----------------|-------------|-------------------------|
| Bjorg          | Norwegian   |                         |
| Chiyuen        | Chinese     |                         |
| Peikin         | British     |                         |
|                |             | MERCHANT SAILING VESSEL |

AMOY.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
| Eylgia         | Ger. bgo.   |              |
| Claro Babuyan  | Brit. bgo.  |              |
| Nanashio       | Brit. bgo.  |              |
| R. R. Thomas   | Amer. sh.   |              |
| Satsuma        | Brit. bgo.  |              |
| Sea Swallow    | Brit. bgo.  |              |
| Shanghai       | Br. lighter |              |

FOOCHOW.

| Vessel's Name.   | Flag & Rig. | Destination. |
|------------------|-------------|--------------|
| Proto            | German      |              |
| E. K. Wood       | Am. 4-m.s.  |              |
| Walter Siegfried | Brit. bgo.  |              |

MERCHANT STEAMERS.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

MERCHANT SAILING VESSELS.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

SHANGHAI.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

IN port on June 6, 1894.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

MERCHANT STEAMERS.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

CHIANGYU.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

KWEILIN.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

MANILA.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

TAKANG.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

TURBO.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

Vladimir.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

Volga.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

MERCANTILE SAILING VESSELS.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

NAGASAKI.

| Vessel's Name. | Flag & Rig. | Destination. |
|----------------|-------------|--------------|
|----------------|-------------|--------------|

YOKOHAMA.

| Vessel's Name. | Flag & Rig. | Destination. |
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HIOGO.

| Vessel's Name. | Flag & Rig. | Destination. |
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MANILA.

| Vessel's Name. | Flag & Rig. | Destination. |
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CEBU.

| Vessel's Name. | Flag & Rig. | Destination. |
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BANGKOK.

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